

Patent Claims

1. A method for controlling the longitudinal movement of a vehicle (3), in particular by means of a longitudinal movement control system, wherein, for vehicle speeds above a threshold speed, the vehicle speed is adjusted to a higher selected set speed if no vehicle (8) traveling in front is detected, and if a vehicle (8) traveling in front is detected the distance from this vehicle (8) traveling in front is adjusted, characterized in that, below the threshold speed, the longitudinal movement of the vehicle (3) is controlled only if a vehicle (8) traveling in front is detected.

2. The method as claimed in claim 1, characterized in that a uniform operating control concept is used for controlling the longitudinal movement over the entire speed range.

3. The method as claimed in one of the preceding claims, characterized in that the control below the threshold speed is carried out by adjusting the distance from the vehicle (8) traveling in front.

4. The method as claimed in one of the preceding claims, characterized in that the control of the longitudinal movement below the threshold speed is carried out according to the concept of tracking functionality.

5. The method as claimed in one of the preceding claims, characterized in that the driver of the vehicle is provided with a signal, in particular an audible

and/or visual signal, if the longitudinal movement control system is not active and/or cannot be activated below the threshold speed.

- 5     6.     The method as claimed in one of the preceding claims, characterized in that after the vehicle (3) is in a stationary state, the driver is requested to enable automatic following of a guide vehicle (8).
- 10    7.     The method as claimed in one of the preceding claims, characterized in that the maximum deceleration capacity is increased as the vehicle's own speed drops.
- 15    8.     The method as claimed in one of the preceding claims, characterized in that the surroundings of the vehicle (3) are sensed in the area in front, in particular sensed without gaps.
- 20    9.     The method as claimed in claim 8, characterized in that three lanes (4 - 6) are sensed.
- 25    10.    A longitudinal movement control system of a vehicle (3), in particular for carrying out the method as claimed in one of the preceding claims, having a control unit for controlling the longitudinal movement of the vehicle (3) and having a detection device for vehicles (8) traveling in front, characterized in that the system is active and/or can be activated below a threshold speed only if a vehicle (8) traveling in front is detected.
- 30    11.    The system as claimed in claim 10, characterized in that the detection device comprises sensors for sensing the short-range area in front of the vehicle (3) without gaps.
- 35

12. The system as claimed in claim 11, characterized in that a plurality of distributed beam sensors are provided.